(c) The following steps are taken by Indian Railways to improve operations and the punctuality of passenger carrying trains;

(1) Intensive, round the clock monitoring of trains at all three levels *viz.* Divisional, Zonal Head Quarters and Railway Board.

(2) Punctuality drives are being conducted from time to time.

(3) Running of trains at maximum permissible speed subject to observance of safety limits and speed restrictions.

(4) Improvements in Time tabling to provide a clear path.

(5) Improvement in standard of maintenance of assets to reduce equipment failures.

(6) Counseling and motivating staff to ensure punctual running.

(7) Liaison with state Government to tackle the Law and Order problems and miscreant activities.

(8) Up-gradation of technology of track, rolling stock and signaling.

(9) To further strengthen the monitoring of punctuality, introduction of Coaching Operations Information System (COIS) has been introduced.

Kollam-Virudhunagar Gauge Conversion Project

2070. SHRI K. CHANDRAN PILLAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether necessary sanctions have been given to the Kollam-Virudhunagar gauge conversion project;

(b) if so, whether the acquisition of land for the project has been completed and handed over to the Railways;

(c) if so, the status of the work; and

(d) the time by which the project would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Kollam (Quilon)-Virudhunagar is a part of Quilon-Tenkasi-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar (357 kms) gauge conversion project. Work on Virudhunagar-Tenkasi (121 kms) section has been completed and opened for traffic. Work on Quilon-Tenkasi-Tiruchendur (236 kms) is in various stages of progress.

On Quilon-Tenkasi (101 kms) section, State Government has handed over the land for Quilon-Punalur (45 kms) section. However, land owners are obstructing the work. Quilon-Punalur is likely to be completed during 2006-07.

For Sengottai-Tankasi (8 kms) section, land acquisition is under process by the State Government.

Accidents Due to Failure of Railway Staff

2071. SHRI TARINI KANTA ROY:
SHRI PRASANTA CHATTERJEE:

Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 2723 given in Rajya Sabha on the 16th December, 2005 and state:

(a) the category-wise number of employees responsible for accidents due to failure of Railways staff during 2001-02 to 2005-06;

(b) the number of loco running staff during 2000-01 to 2004-05, year-wise; and

(c) the loco running staff and train ratio as on 31st March, 1990 and 31st March, 2005?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Details of consequential train accidents on account of failure of Railway Staff during the year from 2001-2002 to 2005-2006 are as under:—

SI.No.	Number of Consequential train accidents due to failure of	2001-02	2002-03	2003-04	2004-05	2005-06* April-Feb
1.	Traffic Staff	17	12	10	11	9
2.	Mechanical Staff	64	37	41	30	30
3.	Engineering Staff	55	63 8	53 6	33 6	51
4.	Electrical Staff	14				14
5.	Signaling Staff	5	3	5	2	3
6.	Combination of Staff	93	63	46	37	12
	TOTAL:	248	186	161	119	119

*Figures are provisional